

## CHAPTER FIVE Pedestrian Plan Implementation

### OVERVIEW

The CMA Board and ACTIA adopted the first Countywide *Strategic Pedestrian Plan* in October 2006. The Plan identifies and prioritizes pedestrian improvements and programs to promote walking and improve pedestrian safety on a countywide level.

### MEASURING PROGRESS TOWARD THE PLAN

Performance measures to monitor progress toward the goals of the *Strategic Pedestrian Plan* are being developed, and may include:

- Completed Projects
- Pedestrian Counts
- Pedestrian Collisions with Motor Vehicles

### Completed Projects

Funding for capital projects in the Plan are focused in areas of countywide significance, defined as “places that serve pedestrians traveling to and from a variety of locations through Alameda County and beyond.” Three targeted areas and corresponding capital projects and programs include access to:

- **Transit.** Projects improve access to key transit within one-half mile of a transit stop or line;
- **Activity Centers.** Pedestrian projects that improve access to and within downtowns and major commercial districts plus provide access to approximately 100 other major activity centers; and
- **Inter-jurisdictional Trails.** Trails that link populated areas. Three main examples include: San Francisco Bay Trail, of which approximately 53 miles are not located within Alameda County; Iron Horse Trail, of which 22 miles have yet to be constructed; and East Bay Greenway, of which approximately 40 miles have yet to be constructed. (Note: The East Bay Greenway is a new proposed trail, not mentioned in the Plan. Portions of it are included in the Vision Network of the *Countywide Bicycle Plan*. The preliminary design proposes aligning the trail between the Ohlone Greenway in Albany and the southern Alameda County border).

The following four projects of countywide significance were completed in FY 2008-2009:

#### City of Alameda’s Atlantic/Webster Streets Intersection Improvements

The Atlantic/Webster Streets intersection is one of Alameda's most heavily used bus stops (local and transbay). It draws commuters from the College of Alameda, the adjacent Independence Plaza senior

residential facility and visitors/employees of the Webster Street business district. This project involved removing a “pork chop” island, realigning crosswalks and installing accessible pedestrian signals.

### **San Francisco Bay Trail Eden Landing**

In cooperation with the South Bay Salt Pond Restoration Project, construction of the first San Francisco Bay Trail segment was completed. This 2.9 mile segment extends the Bay Trail from Hayward Shoreline, across the existing bicycle/pedestrian bridge over SR-92, to a new staging area located at Eden Landing (Project 2BJ in the *Countywide Bicycle Plan*).

### **San Francisco Bay Trail Oakland/San Leandro Connector**

In June the Port of Oakland completed a 240-foot bicycle path connecting Airport Drive to a previously-constructed path that runs along the southern edge of Metropolitan Links Golf Course to the site of the Oyster Bay Slough Bridge. The bridge, currently under construction by the City of San Leandro, will connect paths in the vicinity of the Oakland International Airport to those in the Oyster Bay Regional Shoreline. This connection will provide a significant improvement to waterfront access over the existing on-street routes via Doolittle Drive and Williams Street in San Leandro (Project 1BE in *Countywide Bicycle Plan*).

### **San Francisco Bay Trail Tidewater Segment**

As part of Phase 1 of the Tidewater improvements along the Oakland Shoreline, the East Bay Regional Park District completed a one-half mile segment of the San Francisco Bay Trail connecting the Tidewater staging area to Martin Luther King, Jr. Regional Shoreline (Project 1AY in *Countywide Bicycle Plan*).

## **Pedestrian Counts**

As shown in Appendix D-1, the UC Berkeley Traffic Safety Center in 2009 and MTC in 2002 collected data to measure pedestrian mobility trends. Pedestrians were counted in the weekday afternoons at three intersections in Berkeley, Dublin and San Leandro. In comparing the two data sources by year, two locations (Dublin and San Leandro) showed an increase, while Berkeley counts remained relatively stable. Additional research on pedestrian mobility is underway.

## **Pedestrian Collisions with Motor Vehicles**

In 2008, the number of reported countywide motor-vehicle-involved pedestrian collisions resulting in injuries and fatalities, increased by 12 percent, from 609 to 682 pedestrians. The number of collisions represents a significant increase from 2004 data. (See Appendix D-2).